BUREAU OF SOCIOLOGICAL RESEARCH

Seat Belt Use 2025 Data Collection Report

Summary Report

July 2025

Charter Member AAPOR Transparency Initiative
AMERICAN ASSOCIATION FOR PUBLIC OPINION RESEARCH

The contents of this report confrom to our highest standards for data collection and reporting. If you should have any questions or concerns regarding the infomation reported within, please contact us.

Bureau of Sociological Research
Department of Sociology
PO Box 880325 · Lincoln NE 68688-0325
402-472-3672 (local) · 800-480-4549 (toll free)
Email: bosr@unl.edu·http:bosr.unl.edu

List of Contributors

Seat Belt Use 2025 Data Collection Report

This report was prepared by the staff of the Bureau of Sociological Research (BOSR) at the University of Nebraska-Lincoln. The following individuals have contributed to this report. Each contributor played an integral role in the production of this document.

Matthew A. Jockers	**Project Management**
Kim Meiergerd	**Project Management & Supervision**
Mia Bourek & Kristen Olson	**Data Processing**

Suggested Citation (APA Style):

Bureau of Sociological Research. (2025). *Seat Belt Use 2025 Data Collection Report*. University of Nebraska-Lincoln.

Contents

Introduction

In an effort to achieve greater consistency and comparability in statewide seat belt use reporting, the National Highway Traffic Safety Administration (NHTSA) issued new requirements in 2011 for observing and reporting future seat belt use. The requirements include the involvement of a qualified statistician in the sampling of specific road segments to be observed and in the data weighting process. A variety of specified operational details are also required. Each state prepares a plan that is approved by NHTSA and collects seat belt use data annually based on their approved plan. Every five years, the sample of road segments must be redrawn based upon updated information and approved by NHTSA.

In 2025, the Bureau of Sociological Research (BOSR) at the University of Nebraska - Lincoln was contracted to collect seat belt use observations and provide statistical weighting for this year's data collection. The 2025 data collection was the seventh year BOSR conducted the data collection, and the fifth administration where BOSR processed, weighted, and reported the data as well.

Primary contacts at each organization are listed below.
Greg McVey, Highway Safety Office Supervisor, Nebraska Department of Transportation (NDOT)
Dr. Kristen Olson, Director, BOSR, University of Nebraska - Lincoln
Kim Meiergerd, Assistant Director for Operations, BOSR, University of Nebraska - Lincoln

This report describes the data collection process for obtaining 2025 Nebraska seat belt use data as stipulated by the approved study design. It also includes tables with overall results showing seat belt use in Nebraska.

Sample Design

The Nebraska Seat Belt sample uses a two-stage, probability proportionate to size (PPS) design beginning with county selection and then road segment selection within the sampled counties. A new sample of road segments for use was drawn in 2022 and will be used from 2022 through 2026 when collecting seat belt use observations.

The Fatality Analysis Reporting System (FARS) data averages from 2015 to 2019 were used for crash-related fatality rates for each of Nebraska's 93 counties. Forty-one counties made up 85% of the passenger vehicle crash-related fatalities according to the data. Five additional counties had the same percentage of crash-related fatalities (1.2%) as the final county included in the 85%. As a result, all six counties with 1.2% of crash-related fatalities were eligible for selection leading to 46 counties being eligible for selection.

The 2020 Average Vehicle Miles (AVM) traveled for each county (PSU) were provided by NDOT to serve as the measure of size (MOS) at the county level. The total AVM for the 46 counties eligible for selection is 17,847.05 million. Given the sample size calculations indicated, 12 counties reached the desired standard error, the zone size for county selection is as follows:

$$Zone\ Size = \frac{Total\ MOS}{n} = \frac{17{,}847.05}{12} = 1{,}487.25$$

The cumulative AVM amounts were calculated across the eligible counties. One county was selected within each cumulative AVM of 1,487.25. Douglas County (AVM=4,134.39) and Lancaster County (AVM=2,590.25) were selected with certainty given each has higher AVM than the selection zone and 2.78 and 1.74 probabilities of selection respectively. Because the sample design allows for replacement, each county was sampled more than once. Douglas County was selected three times and Lancaster County twice. The remaining seven counties sampled were only selected once given that each had an AVM of less than the zone size, and thus a probability of selection less than one. As a result, nine counties were sampled.

A list of Nebraska road segments (SSU) was obtained from the United States Department of Transportation using TIGER data. These data are classified using the MAF/TIGER Feature Class Code (MTFCC) into Primary roads, Secondary roads, and Local roads. The length for each road segment is also included serving as the measure of size for sampling. In line with the Uniform Criteria, rural local segments, cul-de-sac, military instillation, and unnamed or private road segments were excluded. Douglas and Lancaster Counties were the only two urban counties sampled. As a result, only these two counties had local road segments sampled. Antelope, Madison, Platte, and Richardson Counties only had secondary road segments to sample after local road segments were excluded.

Road segments were stratified within county by road type. Road segments were then sampled with a proportionate stratified design. As a result, the number of road segments selected by road type for each county was proportionate to that road type's percentage of the overall size for that county. In 2022, a total of 72 road segments were sampled. Six road segments were selected for each PSU using the same process as the county selection with zone sizes. Because Douglas and Lancaster Counties were sampled more than once, each had 18 and 12 road segments sampled respectively. Two alternate sites were also selected for each county for each road type sampled.

Preparation

BOSR prepared materials, recruited and trained personnel, and scheduled data collection for the 2025 administration. The same 72 sampled road segments used in 2022, 2023, and 2024 were again used in 2025.

Site Verification

The Nebraska Seat Belt Survey Plan uses a sample of 72 road segments or sites spread across nine counties. Douglas County (Omaha) has 18 sampled segments while Lancaster (Lincoln) has 12. The remaining seven counties each have six sampled road segments. One site was unable to be observed in 2025 due to a permanent road closure.

Materials Preparation

BOSR prepared maps for data collectors and provided them with the necessary field equipment, including safety vests, signs, stopwatches, tally counters, vehicle lights, and tablets. Data collection forms were accessed electronically through an offline Qualtrics app. Data collection schedules were prepared for each site and administrative procedures were documented.

Notification

Prior to BOSR conducting data collection, the Highway Safety Office Administrator notified city and county law enforcement agencies and the state patrol to ensure that appropriate officials in each site area would be aware of the project's purpose and dates and times of planned data collection. The administrator worked with the traffic engineering department to secure a letter for data collectors to present to law enforcement if questioned during the data collection period. NDOT worked with local divisions to ensure personnel were notified.

Data Collection Staff Training

BOSR employed six data collectors in 2025. Data collectors were responsible for between 20 and 30 sites each. Quality Control functions were conducted by one BOSR staff member.

BOSR conducted a two-day project training which was held in-person on May 27, 2025 and May 29, 2025 (see the agenda in Figure 1). The training session covered data collection protocols including: how to find the observation sites; choosing an observation location; how to properly collect data; defining seat belt "use," "nonuse," and "use unknown"; what to do if data cannot be collected at a site due to road construction, weather, or other circumstances; the appropriate management and submission of collected data; and roadside safety. Field exercises were also included as a part of the training.

Responsibilities of Quality Control (QC) monitors were also reviewed at the training. QC duties include conducting unannounced site visits to a minimum of two sites for each data collector (10% of the total sites) and reviewing the data collector's field protocol. The QC Monitor met with the data collectors in the field to answer questions and to offer assistance as needed.

Data collectors were instructed as to the use of their provided materials. Data collectors were instructed to wear their bright, yellow safety vests during data collection, for instance, and to use their car's flashing lights and a light to place on top of their vehicles as needed for safety. They were also instructed in the use of their tally counters. They were instructed to use personal phones and stop watches for timekeeping. Data collectors were provided with and instructed in the use of "Survey Crew Ahead" signs for high-speed areas and sites that did not have adequate sidewalk or pedestrian space.

Figure 1. Seat Belt Data Collector Training Agenda

May 27, 2025

- Seat Belt Survey Overview
  - Study Design
  - NHTSA Requirements
  - Data Collection Requirements
  - Definitions of Terms
- Data Collection Procedures
  - Assignments & Rescheduling
  - Low/High Volume Roadways
  - Locating Assigned Sites
  - Site Assignment Sheets & Maps
  - Data Collection & Observation Forms
  - Recording Observations
  - Recording Alternate Site Information
  - Traffic Counts
- Safety Training
  - Signage and Visibility
  - Roadway Safety
- Quality Control and QC Monitoring

May 29, 2025

- Field Practice
  - Practice Observations
  - Road Work Sign Setup

Observation Protocols and Procedures

All passenger vehicles, including commercial vehicles weighing less than 10,000 pounds, were eligible for observation. Using the provided tablets and Qualtrics offline data collection app, data collectors completed two forms in the field, the observation site form and the observation count form. These forms are shown in Appendices A and B. The observation site form documented descriptive information about each site. Data collectors recorded information including observation date, site location and number, alternative site data, traffic directions and lanes available and observed, start and end times for observations, and weather conditions. They were also encouraged to include notes on best parking locations, best observation locations, and any other unique situations or issues that arose.

The observation count form was used to mark seat belt use, non-use, and unknown use for drivers and right front passengers. Using the observation count form, seat belt use observations were made of all passenger vehicle drivers and right front seat occupants in the selected lane(s). The only right front seat occupants excluded from the study were child passengers traveling in child seats with harness straps. If there was no passenger in the right front seat of an observed

vehicle, that information was also noted on the observation count form. Data Collectors recorded belt use for the driver and right front seat passenger using the definitions shown in Figure 2 below. These definitions were provided in the federal regulations for this study.

Figure 2. Seat Belt Use Categories

Code	Label	Definition
Y	Yes, belted	The shoulder belt is in front of the person's shoulder.
N	No, unbelted	The shoulder belt is not in front of the person's shoulder.
U	Unknown	It cannot reasonably be determined whether the driver or right front passenger is belted.
NP	No passenger	There is no right front passenger present.

Scheduling

In general, two data collectors were assigned six sites in one county per workday. Based on anticipated traffic volume, some sites were assigned three data collectors and some sites were assigned one data collector. Observations were to start at the assigned times, as much as possible, and to continue for exactly 45 minutes. The site order for each day were flipped compared to the 2024 observation schedule in order to observe the same sites at different times per day.

Observations

The direction of travel was randomly assigned, though data collectors were allowed to observe the other direction as safety concerns or windshield glare dictated. Deviations from the randomly assigned direction were noted on the observation site form. Data collectors were allowed to observe as many lanes and directions of traffic as they were able to successfully observe. Lower volume roadways, such as county roads and streets, were observed from a field drive or other location where data collectors could safely move their vehicles from the roadway.

Whenever possible, observations for high-volume, limited access roadways were made from an overpass. Observing from an overpass allowed for comparatively easy viewing of seat belt use of both the driver and the passenger. Gravel road overpasses were preferred because of the low traffic volume, reducing safety hazards to the data collector. In some instances, observing from an overpass required moving the observation point from the specific road segment by a couple of miles. Due to the limited exit and entrance to these roadways, there were no significant changes to the observed vehicles between the assigned road segment and the observation point.

If a low volume overpass was not available, data collectors were allowed to observe traffic at an exit ramp or rest stop. In these cases, because the exit ramp/rest stop samples only a portion of the traffic passing on the main highway, an additional traffic volume count was required in order to adjust for reduced traffic. Only one rest stop/exit ramp was used in 2025. The data collectors completed a 45-minute observation period at an exit ramp. This traffic count information was recorded on the observation site form and was used to adjust the seat belt usage observation data.

Alternate Sites

If unexpected construction or difficulty in locating a useable, safe place to observe required the data collector to deviate further than 2 miles (or more than one block within a city) from the selected road segment, the data collector was instructed to call the office for further guidance. If an alternate site was deemed necessary, data collectors noted the location as an alternate site on the observation site form. For the 2025 data collection, one alternate site was needed due to a permanent road closure.

Rescheduling

If an assigned road segment was temporarily unavailable due to a traffic crash or inclement weather, data collection was

to be rescheduled to a subsequent week on the same day and at the same time. In 2025, no sites were rescheduled due to inclement weather, however one site was rescheduled due to construction-related delays

Data Processing and Cleaning

Since the observation count forms were entered directly into a computerized instrument by the data collectors, they required no additional data entry or data processing steps. The data were exported from Qualtrics into a Statistical Package for the Social Sciences (SPSS) system file. The data were then stored on a secure server located within the Sociology Department at UNL. BOSR first removed any observations that were made in error. BOSR also removed sites with no useable observations. The next step in data cleaning was to review frequency distributions for each of the variables in the survey and check for out-of-range values on all survey items. BOSR then checked general site information (e.g., county name, site number, date, time, etc.) for accuracy. The final step was to evaluate whether each vehicle had a driver observation and either a passenger observation or the code No Passenger (NP) recorded. When a vehicle had a passenger observation recorded and no driver observation recorded, the driver observation was recoded to unknown.

The dataset was imported into SAS for further processing and analysis. For the belted rate, unknown and no passenger observations were excluded from the belted and unbelted values. The unknown/nonresponse rate was calculated based only on driver observations and confirmed passenger observations (excluding the no passenger observations). The belted rate is calculated as a proportion. No imputation was conducted. Weighted estimates and standard errors were calculated using the SAS proc surveyfreq command. This command allows for the two-stage design to be taken into account using appropriate stratum, cluster and weight variables.

Data Weights

A probability of selection weight was calculated for each sampled road segment. First, the probability of selection was calculated for each county. The inverse of the probability then served as the county weight. The same steps were taken for each road segment. The two weights were multiplied to account for both stages of selection.

One adjustment was made to the initial sampling weight. First, weights for Site 506 were inflated to 3808.09 to account for observations taking place on an exit ramp (with a traffic count of 100 vehicles observed in 4 minutes and 30 seconds). All other weights are original sampling weights. All analyses account for the complex survey design, including the design effect due to weighting, clustering and stratification. The design effect for the overall belted rate is 39.13.

Limitations

Observations were conducted during daytime hours (i.e., sunrise to sunset) within a three-week period during the month of June. Vehicles weighing 10,000 pounds or more and passengers that are not in the right front seat are excluded from this study. Vehicles that belong to out-of-state residents are included in this study. Seat belt usage observations may vary across individual data collectors and can be affected by weather conditions, vehicle type, and observation location. Sites in the same county were assigned to be visited on the same day to help reduce data collector travel costs; as such, county estimates reflect only one day of the week. Similarly, estimates for some days of the week reflect observations collected from sites from one county.

Questions

Any questions regarding this report or the data collected can be directed to the Bureau of Sociological Research at the University of Nebraska-Lincoln by calling (402) 472-3672 or by sending an e-mail to bosr@unl.edu.

Results

Data collection for 2025 occurred from Monday, June 2 through Thursday, July 19, 2025. The 2025 seat belt use data collection resulted in the observation of 9,830 passenger vehicles, with a right front seat passenger in 2,396 of those vehicles, for a total of 12,226 potential observations of belt use. Of these 12,226 potential observations, there were 7,765 drivers and 1,656 right front passengers who were observed to be wearing seat belts (9,421 total seat belt users). Seat belts were not worn by 1,726 drivers and 381 right front passengers (2,107 total unbelted). Data collectors were unable to observe the seat belt use of 339 drivers and 359 passengers (698 total unknown use).

The unknown use, or "nonresponse rate," is .057 or 5.7%. This is well within the range allowed by federal regulations, which require the nonresponse rate to be below 10%.

Federal regulations require a minimum of 7,500 observations, and the 2025 total of 9,830 passenger vehicles with 12,226 observed occupants exceeds the minimum requirement.

Quality control checks were completed with each of the data collectors to ensure compliance with project protocols. All data collectors were observed at two or more sites. In total, quality control checks were conducted at 12.5% of the sites (9 out of 72), exceeding the federal regulation that a minimum of 5% of sites be subjected to such checks.

The 2025 data were weighted based on the two-stage, stratified sample design of the 2022-2026 sample. Standard errors were calculated using the SAS proc surveyfreq command in order to take the sample design into account. These analyses were conducted by Dr. Kristen Olson, the Director of BOSR at the University of Nebraska – Lincoln, and Mia Bourek, a project analyst at BOSR at the University of Nebraska – Lincoln.

Based upon the weighted data, Nebraska's overall seat belt use rate for 2025 is 81.7%, with an estimated standard error of .023 or 2.3%. This meets NHTSA's requirement that the standard error should be less than .025.

Tables and Appendices

Table 1 shows statewide weighted Nebraska Safety Belt Use, excluding unknown cases, for 2025.

Table 2 lists the 72 observation sites with selected characteristics and the number of belted drivers and right front passengers for each site. These data are unweighted.

Tables 3 and 4 show the seat belt use of drivers and passengers by county. Table 3 contains the number or count of each category of belt use by drivers, passengers, and total for each sampled county. Table 4 contains two types of unweighted percentages of belt use for drivers, passengers, and combined total for each county. The "% of Total Belted" is the percent of the total number of persons (both drivers and passengers) who were belted. The "% of Known Belted" removes the persons with unknown belt use from the base number, so it becomes the percent of persons with known seat belt status who were belted. Note that these percentages are unweighted, and the statewide seat belt use percentage is slightly different than the weighted seat belt use percentage required by federal regulations for reporting.

Tables 5 and 6 show the seat belt use of drivers and passengers by road type. Table 5 contains the number in each category and Table 6 contains unweighted percentages. Federal regulations required the new survey plan to classify road types as primary (including interstates), secondary, and local.

Table 7 contains seat belt use of drivers and passengers by day of the week. The percentages included in the table are unweighted.

Table 8 contains seat belt use of drivers and passengers by time of day for the start of data collection. The percentages included in the table are unweighted.

Table 9 contains sample weights for each observation site as well as seat belt use for drivers and passengers (number or count). This information is used for Part B reporting purposes.

Appendix A. Observation Site Form
Appendix B. Observation Count Form
Appendix C. AAPOR Transparency Initiative Immediate Disclosure Items

Table 1. 2025 Nebraska Safety Belt Use, weighted and excluding "unknown" cases

Sample Division	N	2025 Belted Estimate (S.E. in Parentheses)	95% CI Lower	95% CI Upper
Total Sample	11528	81.7% (2.3%)	77.2%	86.2%
Drivers	9491	81.3% (2.3%)	76.8%	85.8%
Passengers	2037	83.4% (2.5%)	78.4%	88.4%

Table 2. 2025 Seat Belt Usage

Site #	County	Road Name	Road Type	Day	Start Time	Vehicle Count	Drivers Belted	Passenger Count	Passenger Belted
101	Antelope	523rd Ave	Secondary	Sunday	4:15 PM	31	23	13	5
102	Antelope	US Hwy 275	Secondary	Sunday	3:20 PM	55	37	23	5
103	Antelope	US Hwy 275	Secondary	Sunday	2:30 PM	18	11	7	3
104	Antelope	Miles St	Secondary	Sunday	1:40 PM	44	32	24	11
105	Antelope	State Hwy 14	Secondary	Sunday	11:35 AM	22	15	14	7
106	Antelope	US Hwy 20	Secondary	Sunday	10:30 AM	31	25	16	6
201	Cheyenne	I- 80	Primary	Thursday	2:10 PM	114	92	71	51
202	Cheyenne	I- 80	Primary	Thursday	3:00 PM	131	116	47	37
203	Cheyenne	US Hwy 30	Secondary	Thursday	12:17 PM	33	15	9	6
204	Cheyenne	US Hwy 30	Secondary	Thursday	10:22 AM	52	32	12	7
205	Cheyenne	NE Hwy 19	Secondary	Thursday	9:30 AM	13	11	3	2
206	Cheyenne	I- 80	Primary	Thursday	8:10 AM	25	22	16	15
301	Dakota	I- 129	Primary	Tuesday	4:10 PM	522	436	107	85
302	Dakota	US Hwy 73	Secondary	Tuesday	3:00 PM	194	131	33	17
303	Dakota	State Hwy 35	Secondary	Tuesday	2:05 PM	35	22	6	3
304	Dakota	State Hwy 35	Secondary	Tuesday	1:15 PM	49	35	16	11
305	Dakota	US Hwy 20	Secondary	Tuesday	11:30 AM	81	52	15	6
306	Dakota	State Hwy 35	Secondary	Tuesday	10:30 AM	58	38	13	8
401	Dodge	Lincoln Hwy	Secondary	Wednesday	3:15 PM	25	20	3	3
402	Dodge	US Hwy 275	Secondary	Wednesday	2:00 PM	105	63	13	4
403	Dodge	E Howard St	Secondary	Wednesday	12:15 PM	21	13	6	2
404	Dodge	N Broad St	Secondary	Wednesday	11:10 AM	213	143	56	34
405	Dodge	E 23rd St	Secondary	Wednesday	10:12 AM	11	4	2	0
406	Dodge	Lincoln Hwy	Primary	Wednesday	9:08 AM	110	81	30	7
501	Douglas	I- 80	Primary	Tuesday	4:40 PM	1508	1304	271	201

Site #	County	Road Name	Road Type	Day	Start Time	Vehicle Count	Drivers Belted	Passenger Count	Passenger Belted
502	Douglas	I- 680	Primary	Tuesday	3:25 PM	1285	1013	263	212
503	Douglas	State Hwy 36	Secondary	Tuesday	2:20 PM	148	111	26	16
504	Douglas	L St	Secondary	Tuesday	12:45 PM	518	445	92	81
505	Douglas	L St	Secondary	Tuesday	11:48 AM	489	406	100	66
506	Douglas	I- 480	Primary	Tuesday	10:30 AM	320	278	76	59
507	Douglas	Blondo Pkwy	Local	Thursday	4:20 PM	278	236	52	45
508	Douglas	Spencer St	Local	Thursday	3:15 PM	19	15	4	2
509	Douglas	S 93rd St	Local	Thursday	2:10 PM	22	19	5	5
510	Douglas	S 99th Ave	Local	Thursday	12:35 PM	16	14	2	1
511	Douglas	S 38th Ave	Local	Thursday	11:35 AM	17	14	3	2
512	Douglas	S 37th St	Local	Thursday	10:35 AM	53	42	11	10
513	Douglas	Harrison St	Local	Wednesday	3:20 PM	5	3	1	1
514	Douglas	Brentwood Rd	Local	Wednesday	2:05 PM	7	4	0	0
515	Douglas	N 70th Ave	Local	Wednesday	1:05 PM	15	7	5	4
516	Douglas	N 60th St	Local	Wednesday	11:15 AM	177	129	34	17
517	Douglas	Jones St	Local	Wednesday	10:05 AM	9	5	0	0
518	Douglas	S 68th Plz	Local	Wednesday	9:00 AM	2	0	0	0
601	Lancaster	I- 80	Primary	Monday	1:25 PM	489	386	133	78
602	Lancaster	N 15th St	Local	Monday	12:25 PM	3	1	0	0
603	Lancaster	Cornhusker Hwy	Secondary	Monday	10:45 AM	238	184	52	33
604	Lancaster	I- 80	Primary	Monday	9:35 AM	429	366	159	137
605	Lancaster	NW 12th St	Local	Monday	8:35 AM	2	1	0	0
606	Lancaster	State Hwy 79	Secondary	Monday	7:40 AM	80	55	11	6
607	Lancaster	Newton St	Local	Monday	1:40 PM	7	6	1	0
608	Lancaster	Old Cheney Rd	Local	Monday	12:40 PM	63	45	13	10
609	Lancaster	Sutherland St	Local	Monday	10:40 AM	10	8	2	1
610	Lancaster	W Fresh Water Ln	Local	Monday	9:30 AM	3	2	0	0
611	Lancaster	Manatt St	Local	Monday	8:05 AM	3	1	0	0
612	Lancaster	Air Park Rd	Local	Monday	7:00 AM	41	30	4	3
701	Madison	553rd Ave	Secondary	Friday	5:15 PM	130	98	45	30
702	Madison	553rd Ave	Secondary	Friday	4:15 PM	131	91	40	12
703	Madison	US Hwy 81	Secondary	Friday	3:10 PM	126	99	41	11
704	Madison	State Hwy 32	Secondary	Friday	2:10 PM	28	21	5	4

Site #	County	Road Name	Road Type	Day	Start Time	Vehicle Count	Drivers Belted	Passenger Count	Passenger Belted
705	Madison	US Hwy 275	Secondary	Friday	12:30 PM	228	165	60	46
706	Madison	US Hwy 275	Secondary	Friday	11:20 AM	148	123	54	37
801	Platte	13th St	Secondary	Saturday	2:00 PM	81	53	28	18
802	Platte	S 9th St	Secondary	Saturday	1:05 PM	63	49	26	15
803	Platte	US Hwy 30	Secondary	Saturday	11:20 AM	157	117	67	47
804	Platte	US Hwy 30	Secondary	Saturday	10:15 AM	170	120	66	47
805	Platte	State Hwy 22	Secondary	Saturday	9:05 AM	74	51	20	14
806	Platte	US Hwy 81	Secondary	Saturday	8:00 AM	96	78	39	31
901	Richardson	630 Ave	Secondary	Friday	3:25 PM	8	6	1	1
902	Richardson	712 Rd	Secondary	Friday	2:10 PM	26	13	4	2
903	Richardson	State Hwy 8	Secondary	Friday	1:10 PM	29	13	5	2
904	Richardson	706 Rd	Secondary	Friday	11:40 AM	32	21	5	4
905	Richardson	US Hwy 75	Secondary	Friday	10:35 AM	38	35	13	10
906	Richardson	State Hwy 8	Secondary	Friday	9:40 AM	16	13	2	0
Total						**9830**	**7765**	**2396**	**1656**

Table 3. 2025 Driver and Passenger Seat Belt Use by County (n)

	Drivers				Right Front Passengers				Total			
County	**Total**	**Belted**	**Not Belted**	**Unknown**	**Total**	**Belted**	**Not Belted**	**Unknown**	**Total**	**Belted**	**Not Belted**	**Unknown**
Antelope	201	143	54	4	97	37	9	51	298	180	63	55
Cheyenne	368	288	68	12	158	118	33	7	526	406	101	19
Dakota	939	714	187	38	190	130	33	27	1129	844	220	65
Dodge	485	324	107	54	110	50	20	40	595	374	127	94
Douglas	4888	4045	778	65	945	722	166	57	5833	4767	944	122
Lancaster	1368	1085	218	65	375	268	52	55	1743	1353	270	120
Madison	791	597	160	34	245	140	32	73	1036	737	192	107
Platte	641	468	112	61	246	172	32	42	887	640	144	103
Richardson	149	101	42	6	30	19	4	7	179	120	46	13
Total	**9830**	**7765**	**1726**	**339**	**2396**	**1656**	**381**	**359**	**12226**	**9421**	**2107**	**698**

Table 4. 2025 Driver and Passenger Seat Belt Use by County (unweighted percentages)

	Drivers		Right Front Passengers		Total	
County	**% of Total Belted**	**% of Known Belted**	**% of Total Belted**	**% of Known Belted**	**% of Total Belted**	**% of Known Belted**
Antelope	71.1%	72.6%	38.1%	80.4%	60.4%	74.1%
Cheyenne	78.3%	80.9%	74.7%	78.1%	77.2%	80.1%
Dakota	76.0%	79.2%	68.4%	79.8%	74.8%	79.3%
Dodge	66.8%	75.2%	45.5%	71.4%	62.9%	74.7%
Douglas	82.8%	83.9%	76.4%	81.3%	81.7%	83.5%
Lancaster	79.3%	83.3%	71.5%	83.8%	77.6%	83.4%
Madison	75.5%	78.9%	57.1%	81.4%	71.1%	79.3%
Platte	73.0%	80.7%	69.9%	84.3%	72.2%	81.6%
Richardson	67.8%	70.6%	63.3%	82.6%	67.0%	72.3%
Total	79.0%	81.8%	69.1%	81.3%	77.1%	81.7%

Table 5. 2025 Seat Belt Use by Road Type (n)

	Drivers				Right Front Passengers				Total			
Road Type	**Total**	**Belted**	**Not Belted**	**Unknown**	**Total**	**Belted**	**Not Belted**	**Unknown**	**Total**	**Belted**	**Not Belted**	**Unknown**
Local	752	582	156	14	137	101	23	13	889	683	179	27
Primary	4933	4094	703	136	1173	882	190	101	6106	4976	893	237
Secondary	4145	3089	867	189	1086	673	168	245	5231	3762	1035	434
Total	**9830**	**7765**	**1726**	**339**	**2396**	**1656**	**381**	**359**	**12226**	**9421**	**2107**	**698**

Table 6. 2025 Seat Belt Use by Road Type (unweighted percentages)

	Drivers		Right Front Passengers		Total	
Road Type	% of Total Belted	% of Known Belted	% of Total Belted	% of Known Belted	% of Total Belted	% of Known Belted
Local	77.4%	78.9%	73.7%	81.5%	76.8%	79.2%
Primary	83.0%	85.3%	75.2%	82.3%	81.5%	84.8%
Secondary	74.5%	78.1%	62.0%	80.0%	71.9%	78.4%
Total	79.0%	81.8%	69.1%	81.3%	77.1%	81.7%

Table 7. 2025 Driver and Passenger Seat Belt Use by Day of Week (n & unweighted %)

	Drivers Belted	Total Drivers	Passengers Belted	Total Passengers	% Drivers Belted	% Passengers Belted
Sunday	143	201	37	97	71.1%	38.1%
Monday	1085	1368	268	375	79.3%	71.5%
Tuesday	4271	5207	765	1018	82.0%	75.2%
Wednesday	472	700	72	150	67.4%	48.0%
Thursday	685	836	208	267	81.9%	77.9%
Friday	641	877	134	243	73.1%	55.1%
Saturday	468	641	172	246	73.0%	69.9%
Total	7765	9830	1656	2396	79.0%	69.1%

Table 8. 2025 Driver and Passenger Seat Belt Use by Time of Day (n & unweighted %)

	Drivers Belted	Total Drivers	Passengers Belted	Total Passengers	% Drivers Belted	% Passengers Belted
7AM to 7:59AM	85	121	9	15	70.2%	60.0%
8AM to 8:59AM	102	126	46	55	81.0%	83.6%
9AM to 9:59AM	524	647	160	214	81.0%	74.8%
10AM to 10:59AM	771	990	181	263	77.9%	68.8%
11AM to 11:59AM	1020	1336	220	348	76.3%	63.2%
12PM to 12:59PM	698	882	146	182	79.1%	80.2%
1PM to 1:59PM	528	696	121	210	75.9%	57.6%
2PM to 2:59PM	409	584	106	165	70.0%	64.2%
3PM to 3:59PM	1440	1848	289	416	77.9%	69.5%
4PM to 4:59PM	2090	2470	348	483	84.6%	72.0%
5PM to 5:59PM	98	130	30	45	75.4%	66.7%
Total	7765	9830	1656	2396	79.0%	69.1%

Table 9. 2025 Sample Weights and Seat Belt Use by Observation Site: Part B Reporting Data (n)

Site ID	Road Type	Site Type	Date Observed	Sample Weight*	Number of Drivers	Number of Front Passengers	Number of Occupants Belted	Number of Occupants Unbelted	Number of Occupants Unknown Belt Use
101	Secondary	Original	6/22/2025	990.17	31	13	28	9	7
102	Secondary	Original	6/22/2025	760.38	55	23	42	18	18
103	Secondary	Original	6/22/2025	364.12	18	7	14	8	3
104	Secondary	Original	6/22/2025	3166.54	44	24	43	12	13
105	Secondary	Original	6/22/2025	265.67	22	14	22	8	6
106	Secondary	Original	6/22/2025	491.45	31	16	31	8	8
201	Primary	Original	6/12/2025	750.99	114	71	143	34	8
202	Primary	Original	6/19/2025	63.57	131	47	153	25	0
203	Secondary	Original	6/12/2025	4401.87	33	9	21	15	6
204	Secondary	Original	6/12/2025	877.35	52	12	39	20	5
205	Secondary	Original	6/12/2025	8456.29	13	3	13	3	0
206	Primary	Original	6/12/2025	183.29	25	16	37	4	0
301	Primary	Original	6/10/2025	203.21	522	107	521	90	18
302	Secondary	Original	6/10/2025	255.8	194	33	148	66	13
303	Secondary	Original	6/10/2025	469.1	35	6	25	15	1
304	Secondary	Original	6/10/2025	397.92	49	16	46	16	3
305	Secondary	Original	6/10/2025	520.27	81	15	58	21	17
306	Secondary	Original	6/10/2025	191.8	58	13	46	12	13
401	Secondary	Original	6/4/2025	218.33	25	3	23	5	0
402	Secondary	Original	6/4/2025	367.15	105	13	67	21	30
403	Secondary	Original	6/4/2025	1104.37	21	6	15	11	1
404	Secondary	Original	6/4/2025	2222.71	213	56	177	71	21
405	Secondary	Original	6/4/2025	843.94	11	2	4	8	1
406	Primary	Original	6/4/2025	147.85	110	30	88	11	41
501	Primary	Original	6/10/2025	102.28	1508	271	1505	250	24
502	Primary	Original	6/10/2025	61.51	1285	263	1225	288	35
503	Secondary	Original	6/10/2025	55.91	148	26	127	45	2
504	Secondary	Original	6/10/2025	4619.92	518	92	526	79	5
505	Secondary	Original	6/10/2025	101.95	489	100	472	98	19
506	Primary	Original	6/10/2025	3808.09	320	76	337	37	22
507	Local	Original	6/5/2025	852.02	278	52	281	49	0
508	Local	Original	6/5/2025	1006.37	19	4	17	6	0
509	Local	Original	6/5/2025	671.92	22	5	24	3	0
510	Local	Original	6/5/2025	900.28	16	2	15	3	0
511	Local	Original	6/5/2025	423.51	17	3	16	4	0
512	Local	Original	6/5/2025	1877.96	53	11	52	12	0
513	Local	Original	6/4/2025	615.91	5	1	4	2	0
514	Local	Original	6/4/2025	1459.9	7	0	4	2	1
515	Local	Original	6/4/2025	1356.25	15	5	11	8	1
516	Local	Original	6/4/2025	3209.44	177	34	146	52	13

Site ID	Road Type	Site Type	Date Observed	Sample Weight*	Number of Drivers	Number of Front Passengers	Number of Occupants Belted	Number of Occupants Unbelted	Number of Occupants Unknown Belt Use
517	Local	Original	6/4/2025	2076.2	9	0	5	4	0
518	Local	Original	6/4/2025	411.47	2	0	0	2	0
601	Primary	Original	6/2/2025	541.95	489	133	464	91	67
602	Local	Original	6/2/2025	4224.41	3	0	1	2	0
603	Secondary	Original	6/2/2025	163.45	238	52	217	58	15
604	Primary	Original	6/2/2025	21.97	429	159	503	63	22
605	Local	Original	6/2/2025	548.7	2	0	1	0	1
606	Secondary	Original	6/2/2025	75.32	80	11	61	26	4
607	Local	Original	6/9/2025	2906.51	7	1	6	2	0
608	Local	Original	6/9/2025	402.72	63	13	55	11	10
609	Local	Original	6/9/2025	6627.79	10	2	9	3	0
610	Local	Original	6/9/2025	1000.45	3	0	2	0	1
611	Local	Alternate	6/9/2025	3196.53	3	0	1	2	0
612	Local	Original	6/9/2025	3100.82	41	4	33	12	0
701	Secondary	Original	6/6/2025	208.46	130	45	128	22	25
702	Secondary	Original	6/6/2025	211.7	131	40	103	41	27
703	Secondary	Original	6/6/2025	311.72	126	41	110	23	34
704	Secondary	Original	6/6/2025	1089.15	28	5	25	5	3
705	Secondary	Original	6/6/2025	649.56	228	60	211	70	7
706	Secondary	Original	6/6/2025	298.17	148	54	160	31	11
801	Secondary	Original	6/7/2025	1603.39	81	28	71	34	4
802	Secondary	Original	6/7/2025	469.05	63	26	64	14	11
803	Secondary	Original	6/7/2025	344.1	157	67	164	27	33
804	Secondary	Original	6/7/2025	588.69	170	66	167	37	32
805	Secondary	Original	6/7/2025	4615.82	74	20	65	14	15
806	Secondary	Original	6/7/2025	199.11	96	39	109	18	8
901	Secondary	Original	6/13/2025	2466.18	8	1	7	2	0
902	Secondary	Original	6/13/2025	580.55	26	4	15	11	4
903	Secondary	Original	6/13/2025	1489.93	29	5	15	16	3
904	Secondary	Original	6/13/2025	1299.34	32	5	25	10	2
905	Secondary	Original	6/13/2025	331.77	38	13	45	3	3
906	Secondary	Original	6/13/2025	717.69	16	2	13	4	1
Total					**9830**	**2396**	**9421**	**2107**	**698**
Standard Error of Statewide Belt Use Rate									**0.023**
Nonresponse Rate for the Survey Variable Seat Belt Use									**5.71%**

Observer name

Recorder name (Can be the same as observer if you and your partner are observing separately)

Date

→

County

Road Name

County Site #

←

→

Observation Start Time

AM/PM

AM

PM

←

→

Observation Stop Time

AM/PM

AM

PM

←

→

Traffic Flow Direction(s) Observed

- [ ] North
- [ ] South
- [ ] East
- [ ] West

Total Number of Lanes in Direction(s) Observed

Total Number of Lanes Observed in Direction(s) Observed

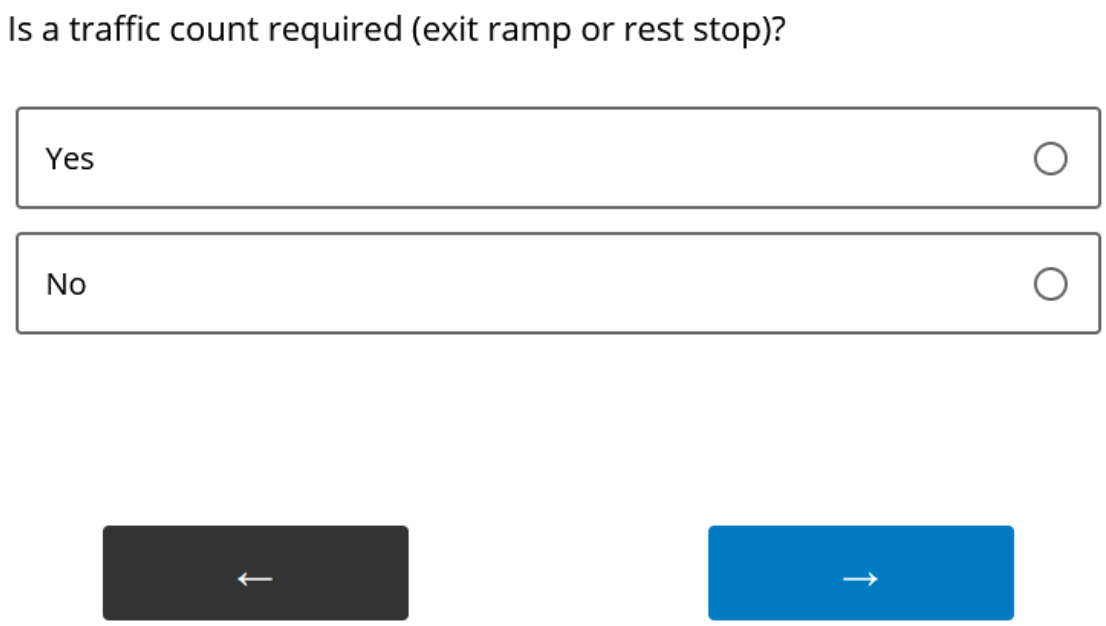
Weather Condition(s)

- [ ] Clear
- [ ] Cloudy/PC
- [ ] Light Fog
- [ ] Light Rain

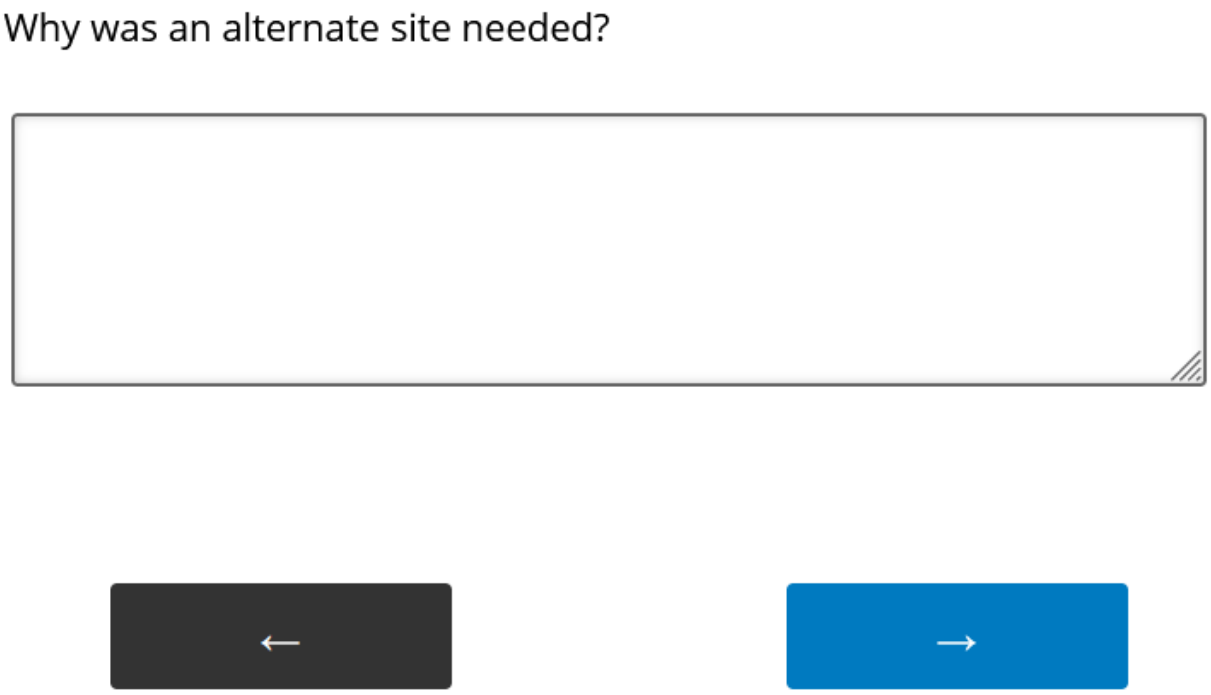
Is this an alternate site (not including a recommended observation point)?

- ○ Yes
- ○ No

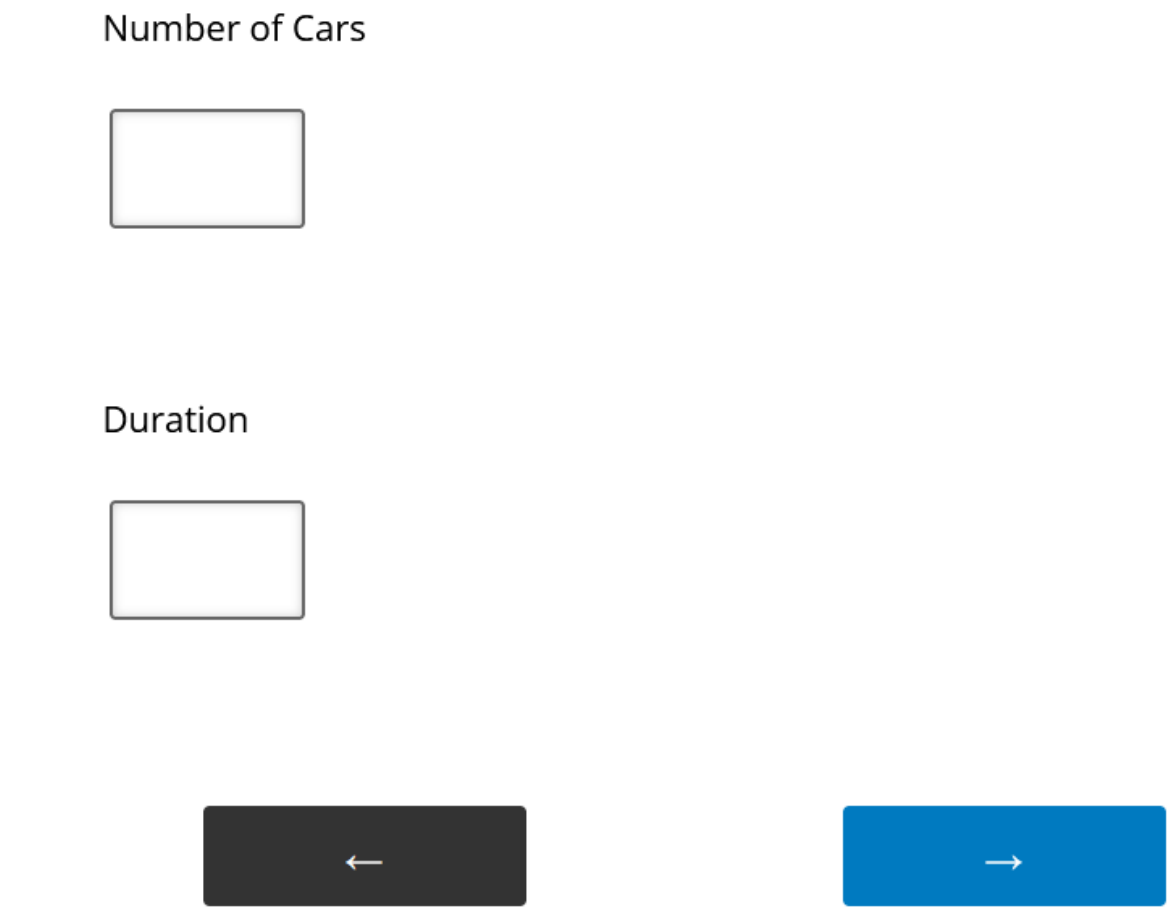
← →



If “Yes” was selected in “Is this an alternate site (not including a reocmmended observation point)?”



If “Yes” was selected in “Is a traffic count required (exit ramp or rest stop)”



Additional Notes/Comments

Observer Name

Recorder name (can be the same as observer if you and your partner are collecting separately)

County

County Site Number

→

The following block of questions repeats up to Vehicle 2000.

Responses: Y = Yes, N = No, U = Unknown, NP = No Passenger

	DRIVER SEATBELT USE			PASSENGER SEATBELT USE			
	Y	N	U	Y	N	U	NP
Vehicle 1	○	○	○	○	○	○	○
Vehicle 2	○	○	○	○	○	○	○
Vehicle 3	○	○	○	○	○	○	○
Vehicle 4	○	○	○	○	○	○	○
Vehicle 5	○	○	○	○	○	○	○
Vehicle 6	○	○	○	○	○	○	○
Vehicle 7	○	○	○	○	○	○	○
Vehicle 8	○	○	○	○	○	○	○
Vehicle 9	○	○	○	○	○	○	○
Vehicle 10	○	○	○	○	○	○	○
Vehicle 11	○	○	○	○	○	○	○
Vehicle 12	○	○	○	○	○	○	○
Vehicle 13	○	○	○	○	○	○	○
Vehicle 14	○	○	○	○	○	○	○
Vehicle 15	○	○	○	○	○	○	○
Vehicle 16	○	○	○	○	○	○	○
Vehicle 17	○	○	○	○	○	○	○
Vehicle 18	○	○	○	○	○	○	○
Vehicle 19	○	○	○	○	○	○	○
Vehicle 20	○	○	○	○	○	○	○

If you have not yet observed for the full 45 minutes and need more observation rows, skip this question. If you have observed for the full 45 minutes select "End of Survey."

End of Survey ○

← →

By clicking the next arrow, you will submit your survey, if there are any changes that are needed, click the back arrow and make those before submitting. Please use the text entry box to describe any issues you encountered while observing.

Appendix C. AAPOR Transparency Initiative Immediate Disclosure Items

1. Describe the data collection strategies employed (e.g. surveys, focus groups, content analyses).

   Observation Protocols and Procedures

2. Name the sponsor of the research and the party(ies) who conducted it. If the original source of funding is different than the sponsor, this source will also be disclosed.

   Introduction

3. The exact wording and presentation of any measurement tool from which results are reported as well as any preceding contextual information that might reasonably be expected to influence responses to the reported results and instructions to respondents or interviewers should be included.

   Appendix A & B

4. A definition of the population under study, including location, age, other social or demographic characteristics (e.g., persons who access the internet), time (e.g., immigrants entering the US between 2015 and 2019).

   Observation Protocols and Procedures

5. Dates of data collection.

   Results

6. Explicitly state whether the sample comes from a frame selected using a probability-based methodology (meaning selecting potential participants with a known non-zero probability from a known frame) or if the sample was selected using non-probability methods (potential participants from opt-in, volunteer, or other sources).

   Sample Design

7. Probability-based sample specification should include a description of the sampling frame(s), list(s), or method(s). If a frame, list, or panel is used, the description should include the name of the supplier of the sample or list and nature of the list (e.g., registered voters in the state of Texas in 2018, pre-recruited panel or pool). If a frame, list, or panel is used, the description should include the coverage of the population, including describing any segment of the target population that is not covered by the design.

   Sample Design

8. Provide a clear indication of the method(s) by which participants were contacted, selected, recruited, intercepted, or otherwise contacted or encountered, along with any eligibility requirements and/or oversampling. Describe any use of quotas.

   Observation Protocols and Procedures

9. Provide details of any strategies used to help gain cooperation (e.g., advance contact, letters and scripts, compensation or incentives, refusal conversion contacts) whether for participation in a survey, group, panel, or for participation in a particular research project. Describe any compensation/incentives provided to research subjects and the method of delivery (debit card, gift card, cash).

   Not applicable

10. A description of all mode(s) used to contact participants or collect data or information (e.g., CATI, CAPI, ACASI, IVR, mail survey, web survey) and the language(s) offered or included.

    Observation Protocols and Procedures

11. Sample sizes (by sampling frame if more than one was used) and (if applicable) a discussion of the precision of the results. Provide sample sizes for each mode of data collection (for surveys include sample sizes for each frame, list, or panel used). For probability samples, report estimates of sampling error (often described as “the margin of error”), and discuss whether or not the reported sampling error or statistical analyses have been adjusted for the design effect due to weighting, clustering, or other factors. Reports of non-probability sample

surveys will only provide measures of precision if they are defined and accompanied by a detailed description of how the underlying model was specified, its assumptions validated, and the measure(s) calculated.

Sample Design and Results

12. A description of how the weights were calculated, including the variables used and the sources of weighting parameters, if weighted estimates are reported.

Data Weights

13. Describe validity checks, where applicable, including but not limited to whether the researcher added attention checks, logic checks, or excluded respondents who straight-lined or completed the survey under a certain time constraint, any screening of content for evidence that it originated from bots or fabricated profiles, re-contacts to confirm that the interview occurred or to verify respondent's identity or both, and measures to prevent respondents from completing the survey more than once. Any data imputation or other data exclusions or replacement will also be discussed.

Data Collection Staff Training and Data Processing and Cleaning

14. Contact for obtaining more information about the study.

Questions

15. A general statement acknowledging the limitations of the design and data collection.

Limitations